



HIGHWAYS ADVISORY COMMITTEE

11 December 2012

REPORT

Subject Heading:

**CHERRY WALK & RAINHAM ROAD
Proposed extension to the existing 'At
any time' restrictions – responses to
advertised proposals**

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The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report outlines the responses received to the advertised proposals for waiting restrictions in Cherry Walk and recommends a further course of action.

RECOMMENDATIONS

That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that:-

- a. the proposals to extend the 'At any time waiting restrictions in Cherry Walk, on its south-eastern side, from a point 15 metres south-west of the south-western kerblines of Rainham Road, to the north-eastern flank wall of No. 1 Faray Terrace, Cherry Walk, and on the north-western side, from a point 13.5 metres south-west of the south-western kerblines of Rainham Road, to a point 15 metres south-west of the south-western kerblines of Rainham Road, which are shown on Drawing ref: TPC158 Cherry Walk, be implemented as advertised.
- b. the effect of the scheme be monitored;
- c. Members note that the estimated cost of this scheme as set out in this report is £500 and can be funded from the 2012/13 Minor Parking Schemes budget.

REPORT DETAIL

1.0 **Background**

- 1.1 The scheme request originated from a Ward Councillor via a Highways Officer within Streetcare. It had been reported that there were access and egress issues for all road users, in particular refuse and emergency vehicles. It was also reported that vehicles have been mounting the footway endangering pedestrians and causing subsequent damage.
- 1.2 At its meeting on 13th December 2011, Highways Advisory Committee agreed in principle to the proposals to extend the existing double yellow lines in Cherry Walk, to improve access and egress.
- 1.3 The scheme was subsequently designed by staff and publicly advertised on 26th October 2012. This report outlines the responses received arising out of the public consultation.

2.0 **Proposed Scheme**

Cherry Walk – Drawing No. TPC158 Cherry Walk.

The scheme is within the South Hornchurch Ward and was recommended for consultation by Committee on 13th December 2011.

- 2.1 The proposals are to extend the existing 'At any time waiting restrictions in Cherry Walk, on its south-eastern side, from a point 15 metres south-west of the south-western kerblines of Rainham Road, to the north-eastern flank wall of No. 1 Faray Terrace, Cherry Walk, and on the north-western side, from a point 13.5 metres south-west of the south-western kerblines of Rainham Road, to a point 15 metres south-west of the south-western kerblines of Rainham Road.

3.0 **Outcome of Public consultation - Responses received**

The proposals were advertised in the Romford Recorder and London Gazette. In addition, 18 statutory bodies and 4 residents were consulted on the proposals. Two site notices were also where placed on site within the vicinity of the proposals.

At the close of public consultation on 16th November 2012, 1 response was received to the proposals.

Response 1- From a resident of Cherry Walk.

The resident has stated that they are 37 weeks pregnant and has just moved into a property within Cherry Walk and finds it hard to find a parking space. The resident also suffers from depression and can find it very stressful at times when bringing home shopping or other items. The resident is requesting that we implement the 'At any time' Waiting Restrictions but we should also mark in a reserved parking bay for the resident.

4.0 **Staff Comments**

Parking is a premium in Cherry Walk and as such the scheme has been designed so that on-street parking is maximised with the long term safety and access of the road user in mind.

The proposals are to extend the waiting restrictions on the side of the road where vehicles mainly park for a distance of 1.5 metres.

As outlined above, only one response was received to the proposal. Officers considered carefully this response and have tried to minimise, if not eliminate, the potential negative impact arising from these proposals, in terms of improving accessibility, safety and convenience for local residents and businesses.

Staff sympathise with the issue of resident having to park some distance from where they reside and have been corresponding with the respondent to better understand their concern and needs. With regard to the resident's request staff have advised that disabled parking bays are only installed on the public highway if the applicant has a significant mobility issue and if their needs have been assessed by the Occupational Therapists. The resident has advised staff that they will contact Social Service and have their need assessed with a view to being approved for a Disabled Parking Bay.

Staff will monitor the effects of these proposals and if it is considered that further changes are necessary, the issues will be reported back to this Committee and a further course of action can be agreed.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to Lead Member the implementation of the above scheme

The estimated cost of implementing the proposals as described above and shown on the attached plan is £500 including advertising costs. This cost can be met from the 2012/13 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that further decisions are to be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Minor Parking revenue Schemes budget..

Legal implications and risks:

Waiting restrictions and parking bays require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources implications and risks:

None.

Equalities implications and risks:

Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking.

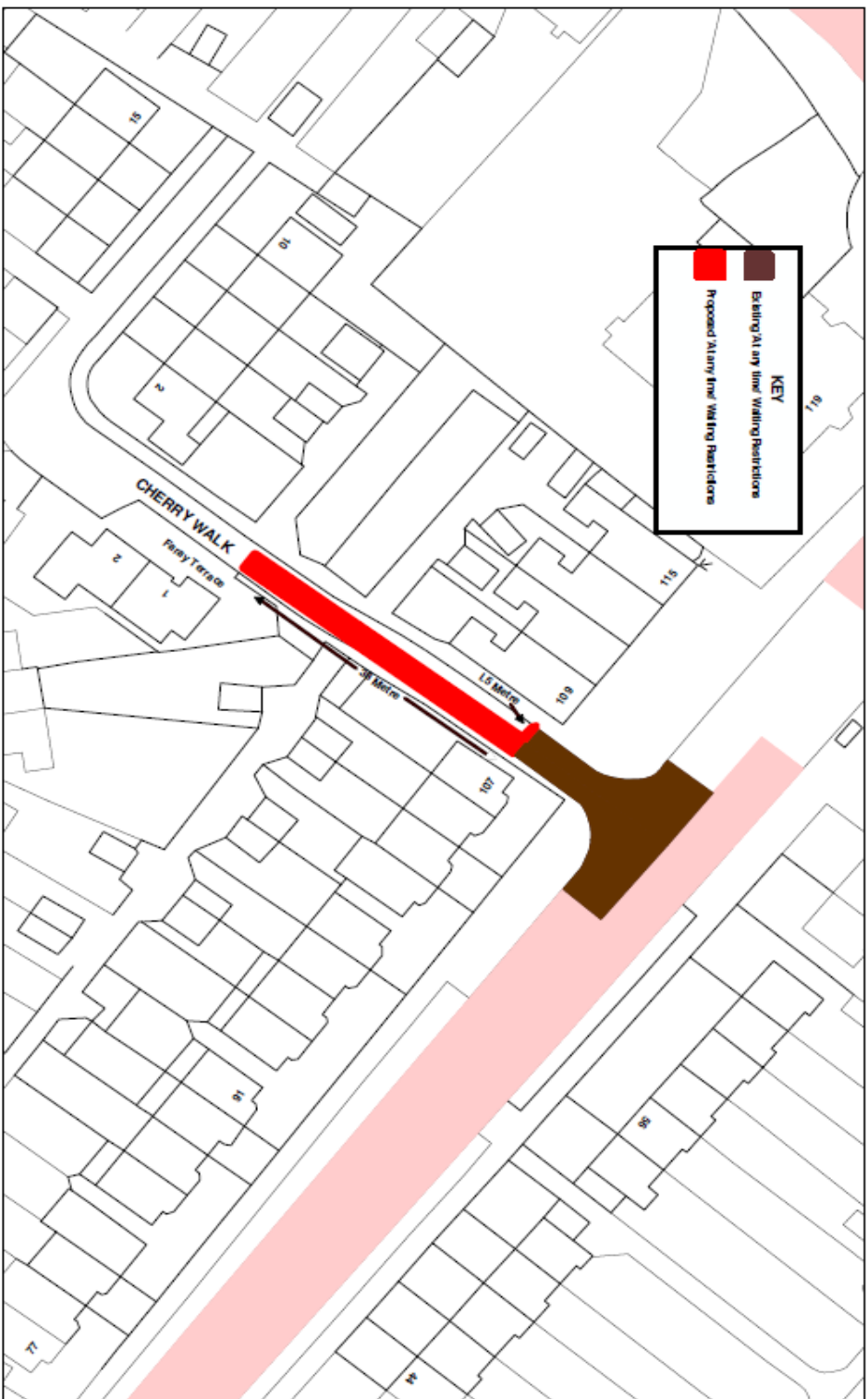
The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others.

Disabled 'Blue' Badge holders are currently able to park with an unlimited time in resident permit bays and in Pay & Display parking bays and for up to three hours on restricted areas (unless a loading ban is in force).

There will be a visual impact from further signing and lining.

BACKGROUND PAPERS



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nlpj
National Planning
Joint

Ordnance Survey
Licensed Partner